

ONE HUNDRED FOURTEENTH CONGRESS
Congress of the United States
House of Representatives
COMMITTEE ON ENERGY AND COMMERCE
2125 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-6115
Majority (202) 225-2927
Minority (202) 225-3641

April 28, 2016

Mrs. Ann Wilson
Senior Vice President
Motor and Equipment Manufacturers Association
1030 15th Street, N.W.; Suite 500 East
Washington, DC 20005

Dear Mrs. Wilson,

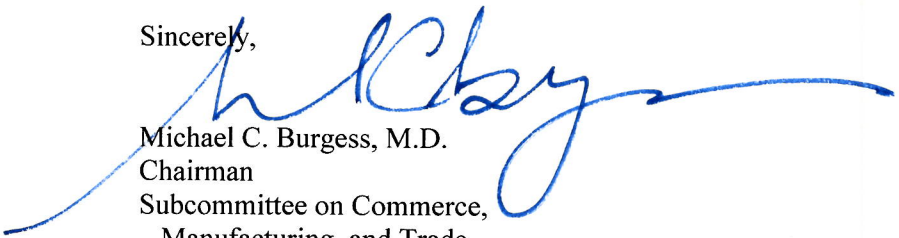
Thank you for appearing before the Subcommittee on Commerce, Manufacturing, and Trade on Thursday, April 14, 2016, to testify at the hearing entitled "NHTSA Oversight."

Pursuant to the Rules of the Committee on Energy and Commerce, the hearing record remains open for ten business days to permit Members to submit additional questions for the record, which are attached. The format of your responses to these questions should be as follows: (1) the name of the Member whose question you are addressing, (2) the complete text of the question you are addressing in bold, and (3) your answer to that question in plain text.

To facilitate the printing of the hearing record, please respond to these questions by the close of business on Thursday, May 12, 2016. Your responses should be mailed to Giulia Giannangeli, Legislative Clerk, Committee on Energy and Commerce, 2125 Rayburn House Office Building, Washington, DC 20515 and e-mailed in Word format to Giulia.Giannangeli@mail.house.gov.

Thank you again for your time and effort preparing and delivering testimony before the Subcommittee.

Sincerely,



Michael C. Burgess, M.D.
Chairman
Subcommittee on Commerce,
Manufacturing, and Trade

cc: Jan Schakowsky, Ranking Member, Subcommittee on Commerce, Manufacturing, and Trade

Attachment

Attachment - Additional Questions for the Record

The Honorable Michael C. Burgess, M.D.

1. How are suppliers working with the auto companies to ensure cybersecurity of their components during the development process and after those components are integrated into the vehicle?
2. How should NHTSA ensure that the NCAP is adaptable and malleable to accommodate future technologies and potential upgrades?
 - a. Do you think NHTSA is conducting enough stakeholder collaboration, such as public workshops, that provide opportunities to address all the complexities of an upgrade to the NCAP?
 - b. How does the U.S. NCAP compare to testing procedures performed internationally? What are the benefits of harmonizing the test procedures or test equipment with our international counterparts?